

International Naval Review

HAMPTON ROADS, VIRGINIA

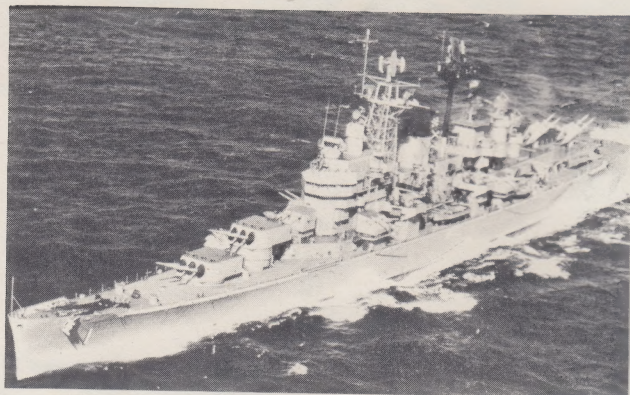
8-17 JUNE, 1957



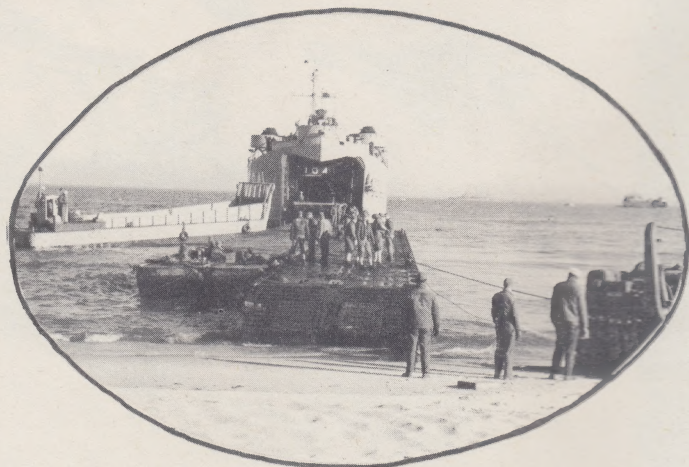


DESTROYER DIVISION 262
Steaming In Line — Abreast

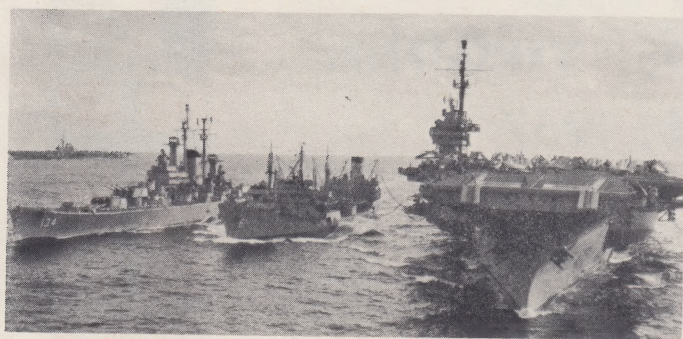
TODAY'S NAVY IN ACTION



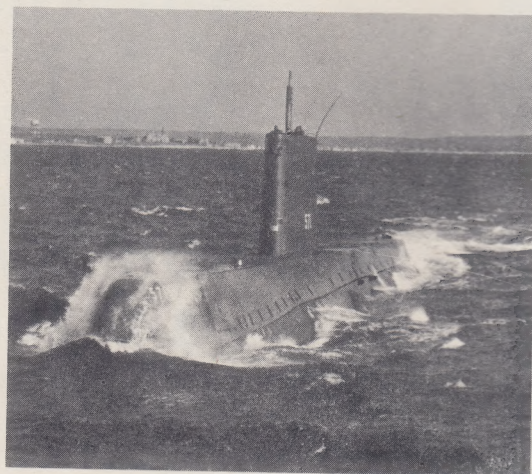
CRUISER WITH A MISSION
Guided Missile Cruiser U.S.S. BOSTON



AMPHIBIOUS LANDING SHIP TANK
Brings "Beans And Bullets" To The Beach



LIFELINE OF THE FLEET
Tanker U.S.S. SEVERN Refuels The Super-Carrier
U.S.S. FORRESTAL and Cruiser U.S.S. DES MOINES



NOSING THROUGH THE SEAS
The Atomic Powered Submarine
U.S.S. NAUTILUS

The
United States Navy

celebrating the 350th anniversary of the settlement of
Jamestown, Virginia

presents

The International Naval Review
and
Fleet Week

June 8-17, 1957
Hampton Roads, Virginia

FLAG OFFICERS ASSOCIATED IN PLANNING OF
NAVAL REVIEW AND FLEET WEEK

ADMIRAL JERAULD WRIGHT, U. S. NAVY
Commander in Chief, U. S. Atlantic Fleet

VICE ADMIRAL CHARLES WELLBORN, JR., U. S. NAVY
Commander Second Fleet (Officer conducting the Review)

VICE ADMIRAL INGOLF N. KILAND, U. S. NAVY (RETIRED)
Former Commandant Fifth Naval District

REAR ADMIRAL FRANCIS M. HUGHES, U. S. NAVY
Commandant Fifth Naval District

REAR ADMIRAL ROBERT B. PIRIE, U. S. NAVY
Commander Carrier Division Six
(Officer in Charge, Aircraft Flyover)

REAR ADMIRAL JAMES H. WARD, U. S. NAVY
Commander Norfolk Naval Base
(Senior Member, Jamestown Festival Planning Board)

REAR ADMIRAL HOWARD A. YEAGER, U. S. NAVY
Commander Amphibious Training Command, U. S. Atlantic Fleet
(Senior Member, Naval Review Information Bureau)



DWIGHT D. EISENHOWER
President of the United States



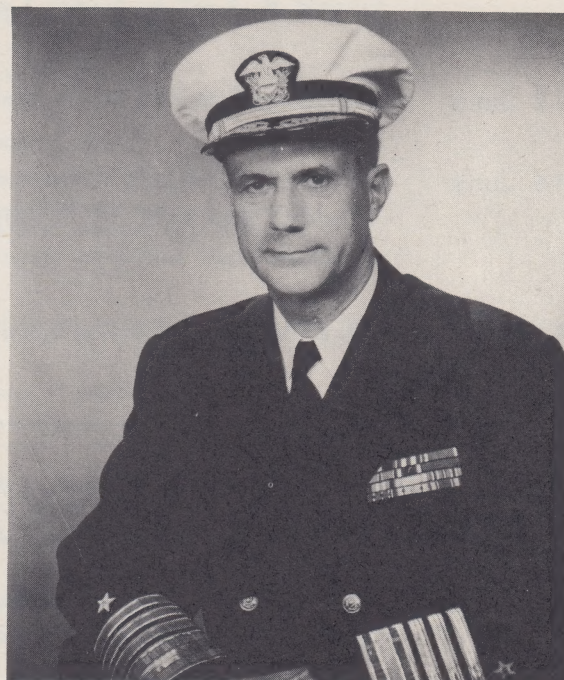
CHARLES E. WILSON
Secretary of Defense



THOMAS S. GATES
Secretary of the Navy



ADMIRAL ARLEIGH A. BURKE, USN
Chief of Naval Operations



ADMIRAL JERAULD WRIGHT, USN
Commander in Chief, U. S. Atlantic Fleet
Supreme Allied Commander, Atlantic

INTERNATIONAL NAVAL REVIEW

GUEST SHIPS PARTICIPATING

BELGIUM

TRUFFAUT (Fleet Minesweeper, M-908) — Lieutenant de Vaisseau de 1^o Classe Francois H. J. G. Dumont.
BOVESSE (Fleet Minesweeper, M-909) — Lieutenant de Vaisseau de 1^o Classe J. P. Schlim.

CANADA

* OTTAWA (Destroyer Escort, 229) — Captain D. W. Piers, Commander C. R. Parker.
ASSINIBOINE (Destroyer Escort, 234), Commander E. P. Earnshaw.

COLOMBIA

CAPITAN TONO (Frigate, 12) — Capitan de Corbeta Jaime Parra Ramirez.

CUBA

ANTONIO MACEO (Frigate, F-302) — Capitan de Fragata Augusto N. Juerrero Erdman.

DENMARK

HOLGER DANSKE (Frigate, F-338) — Kommandor Kaptajn S. S. Thostrup.

DOMINICAN REPUBLIC

* GENERALISIMO (Destroyer, D-102) — Contralmirante Raphael B. Richardson L.,
Capitan de Corbeta Valerinao Brito S., Jr.
PRESIDENTE TRONCOSO (Frigate, F-103) — Capitan de Corbeta Moises Eliodoro Cordero P.
PRESIDENTE PEYNADO (Frigate, F-104) — Capitan de Corbeta Sergio de Jesus Diaz T.

FRANCE

* DE GRASSE (Cruiser) — Vice Admiral d'Escadre Albert E. Jozan, Capitaine de Vaisseau Pierre Celerier.
BOIS BELLEAU (Aircraft Carrier) — Capitaine de Vaisseau Jacques Traub.
DUPETIT-THOUARS (Destroyer, D-625) — Capitaine de Fregate Jean Le Guillou-Penanros.
CHEVALIER PAUL (Destroyer, D-626) — Capitaine de Fregate Erik Mousset.
LE LORRAIN (Destroyer, D-605) — Capitaine de Corvette Jean Ollivier.
LE GASCON (Destroyer) — Capitaine de Corvette Jacques Chopard.

ITALY

* SAN GIORGIO (Destroyer Leader, D-562) — Ammiraglio di Divisione Ernesto Giuriati,
Capitano di Vascello Giovanni Cantu.
SAN MARCO (Destroyer Leader, D-563) — Capitano di Vascello Renato d'Elia.

NETHERLANDS

* DE ZEVEN PROVINCIE (Cruiser, C-802) — Kapitein ter Zee G. J. Platerink.
GRONINGEN (Escort Destroyer, D-813) — Kapitein Luitenant ter Zee A. M. Niessink.

NORWAY

TRONDHEIM (Destroyer, D-305) — Orlog-kaptein A. Tenvik.

PERU

AGUIRRE (Frigate, D-1) — Capitan de Fragata Oscar Carlin.

PORTUGAL

* DIOGO CAO (Destroyer Escort) — Comodoro Manoel Maria Sarmiento-Rodrigues,
Capitano de Fragata Joaquim Jose Teixeira.
CORTE REAL (Destroyer Escort) — Capitano de Fragata Julio Rosa Vieira Lopes.

SPAIN

JUAN SEBASTIAN DE ELCANO (Four-masted Schooner) — Capitan de Fragata Jose R. Gonzalez-Lopez.

TURKEY

* GELIBOLU (Destroyer, D-19) — Albay Esat Daybelge, Yarbay Kemal Kurtokan.
GIRE SUN (Destroyer, D-20) — Yarbay Fethi Altan.

UNITED KINGDOM

* ARK ROYAL (Aircraft Carrier) — Vice Admiral M. L. Power, Captain F. H. E. Hopkins.
DUCHESS (Fleet Escort Ship, D-154) — Captain N. H. F. Austen.
DIAMOND (Fleet Escort Ship, D-35) — Captain M. G. Haworth.

URUGUAY

URUGUAY (Destroyer Escort, DE-1) — Capitan de Fragata G. L. Fernandez.

VENEZUELA

ZULIA (Destroyer, D-21) — Capitan de Fragata Eduardo Morales.
ARAGUA (Destroyer, D-31) — Capitan de Fragata Daniel Gamez.

* Flag Officer or Unit Commander Embarked.

INTERNATIONAL NAVAL REVIEW

UNITED STATES NAVY

AIRCRAFT CARRIERS



ATTACK CARRIER (CVA 60)

SHIP

USS RANDOLPH (CVA-15)
USS LEYTE (CVS-32)
USS F. D. ROOSEVELT (CVA-42)
USS VALLEY FORGE (CVS-45)
USS SARATOGA (CVA-60)



ATTACK CARRIER (CVA 42)

EMBARKED COMMANDER

RADM C. SHANDS

RADM R. B. PIRIE



SUPPORT CARRIER (CVS)

COMMANDING OFFICER

CAPT D. F. SMITH, JR.
CAPT M. T. MARTIN
CAPT T. W. HOPKINS
CAPT T. B. PAYNE
CAPT R. B. MOORE

BATTLESHIPS — CRUISERS



BATTLESHIP (BB)

USS IOWA (BB-61)
USS WISCONSIN (BB-64)
USS BOSTON (CAG-1)
USS CANBERRA (CAG-2)
USS ALBANY (CA-123)
USS MACON (CA-132)
USS DES MOINES (CA-134)
USS NORTHAMPTON (CLC-1)



GUIDED MISSILE CRUISER (CAG)

RADM L. S. PARKS

RADM C. L. MELSON

RADM L. R. DASPIT
RADM K. M. McMANES



HEAVY CRUISER (CA)

CAPT F. J. BECTON
CAPT J. O. MINER
CAPT K. S. MASTERSON
CAPT C. T. MAURO, JR.
CAPT W. B. SIEGLAFF
CAPT R. E. MALPASS
CAPT M. E. DORNIN
CAPT H. A. RENKEN

ESCORTS



FRIGATE (DL)

USS NORFOLK (DL-1)
USS W. A. LEE (DL-4)
USS ABBOT (DD-629)
USS HALE (DD-642)
USS HUNT (DD-674)
USS GAINARD (DD-706)
USS H. R. DICKSON (DD-708)
USS H. PURVIS (DD-709)
USS HYMAN (DD-732)
USS PURDY (DD-734)
USS BEATTY (DD-756)
USS BENHAM (DD-796)
USS S. B. ROBERTS (DD-823)
USS C. H. ROAN (DD-853)
USS BRISTOL (DD-857)
USS BROWNSON (DD-868)
USS F. ROYAL (DD-872)
USS F. SHERMAN (DD-931)
USS BASILONE (DDE-824)
USS R. L. WILSON (DDE-847)
USS DAMATO (DDE-871)
USS WOODSON (DE-359)
USS TWEEDY (DE-532)
USS CRESTVIEW (PCE-895)



DESTROYER (DD)

CAPT J. L. WOODVILLE, JR.

CAPT H. G. MOORE

CAPT J. W. REED



DESTROYER ESCORT (DE)

CAPT J. R. LEEDS
CDR W. H. MACK
CDR W. W. DEVENTER
CDR C. B. GRAY
CDR E. H. FARRELL
CDR S. E. WATSON
CDR F. L. EDWARDS, JR.
CDR B. W. MOULTON
CDR C. E. BRIGGS, JR.
CDR W. E. SIMMONS
CDR R. W. HYDE
CDR T. E. WILLIAMSON, JR.
CDR A. E. BAUGHMAN
CDR D. G. BRYCE
CDR E. A. HEMLEY
CDR N. E. FRYER, JR.
CDR J. T. OLESKY
CDR R. S. KRENSHAW, JR.
CDR R. M. STUART
CDR E. ISCHINGER, JR.
CDR B. A. THIELGES
LCDR C. P. ROZIER
LCDR T. W. F. WALSH
LTJG J. M. MALAMENT

SUBMARINES



NUCLEAR POWERED (SSN)

SHIP

USS CAVALLA (SSK-244)
 USS RAY (SSR-271)
 USS BARBERO (SSG-317)
 USS COBBLER (SS-344)
 USS SEA WOLF (SSN-575)



GUIDED MISSILE (SSG)

EMBARKED COMMANDER

CDR W. S. ANTLE, JR.



RADAR PICKET (SSR)

COMMANDING OFFICER

LCDR G. M. HAYES
 LCDR C. PRIEST, JR.
 LCDR S. T. BUSSEY
 LCDR L. G. YEICH
 CDR R. B. LANING

AMPHIBIOUS



ATTACK TRANSPORT (APA)

USS POCONO (AGC-16)
 USS OGLETHORPE (AKA-100)
 USS CAMBRIA (APA-36)
 USS LLOYD (APD-63)
 USS BASSETT (APD-73)
 USS DONNER (LSD-20)
 USS FT. MANDAN (LSD-21)
 USS PLYMOUTH ROCK (LSD-29)
 USS TALBOT COUNTY (LST-1153)
 USS WASHOE COUNTY (LST-1165)
 USS WASHTENAW COUNTY (LST-1166)
 USS WESTCHESTER COUNTY (LST-1167)



LANDING SHIP DOCK (LSD)

RADM R. W. CAVENAGH

CAPT B. E. LEWELLEN
 CDR R. M. HAYES

CDR C. D. McCALL



LANDING SHIP TANK (LST)

CAPT C. H. SMITH
 CAPT P. W. WINSTON
 CAPT W. A. STEVENSON
 LCDR B. F. GALLAGHER
 LCDR R. C. METZ
 CDR J. N. RENFRO
 CDR E. B. PUGSLEY
 CDR M. HARVEY
 LCDR R. E. KEMP
 LCDR S. M. HIRSCH
 LCDR A. V. HARVEY
 LCDR L. E. CLENDENIN

MINECRAFT



FLEET MINESWEEPER (MSO)

USS JACANA (MSC-193)
 USS SHRIKE (MSC-201)
 USS OBSERVER (MSO-461)
 USS SALUTE (MSO-470)
 MSB-7, 8, 9, 13, 25, 26, 27, 28, 29 40,
 41, 42, 43, 44



COASTAL MINESWEEPER (MSC)

LCDR L. W. BARBER

LCDR J. D. O'SHAUGHNESSY



MINESWEEPING BOAT (MSB)

LT C. A. TAYLOR
 LT R. F. ACKERMAN
 LT F. P. FAUGHMAN
 LCDR C. E. BRADFORD

AUXILIARIES



AMMUNITION SHIP (AE)

USS TIDEWATER (AD-31)
 USS SHASTA (AE-6)
 USS ALDEBARAN (AF-10)
 USS MERCURY (AKS-20)
 USS NANTAHALA (AO-60)
 USS PAWCATUCK (AO-108)
 USS WACCAMAW (AO-109)
 USS RECOVERY (ARS-43)
 USS MOSOPELEA (ATF-158)
 USS DUXBURY BAY (AVP-38)



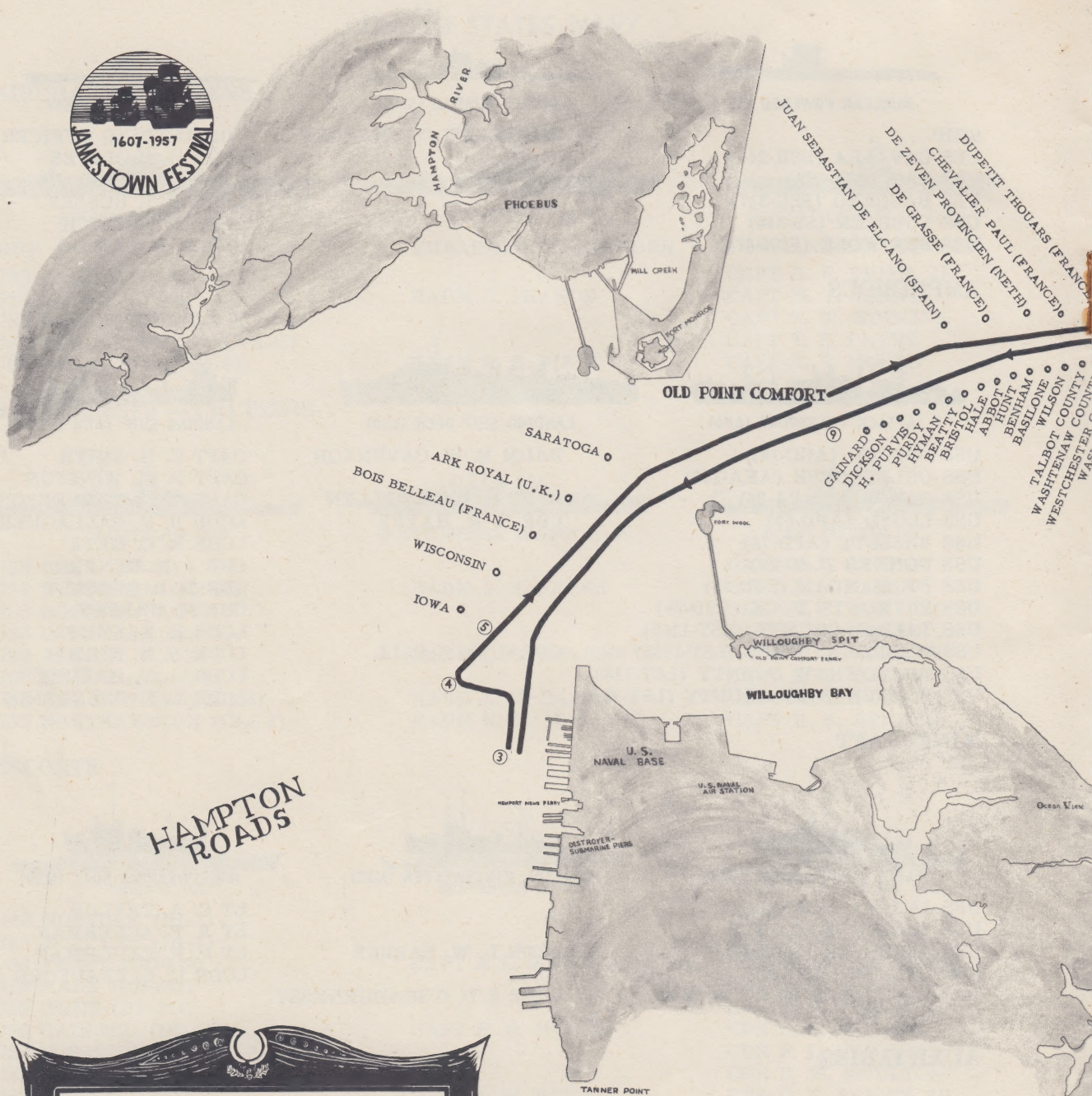
FLEET OILER (AO)

CAPT T. J. VANMETER



REPAIR SHIP (AR)

CAPT A. E. PARKER
 CAPT C. R. GARTH
 CDR J. M. HILL
 CAPT J. J. STANLEY
 CAPT J. G. ROENICK
 CAPT R. C. MORTON
 CAPT J. C. DEMPSEY
 LCDR L. G. CROSS
 LT F. G. CRAWFORD
 CAPT T. H. WINTERS, JR.



INTERNATIONAL NAVAL REVIEW

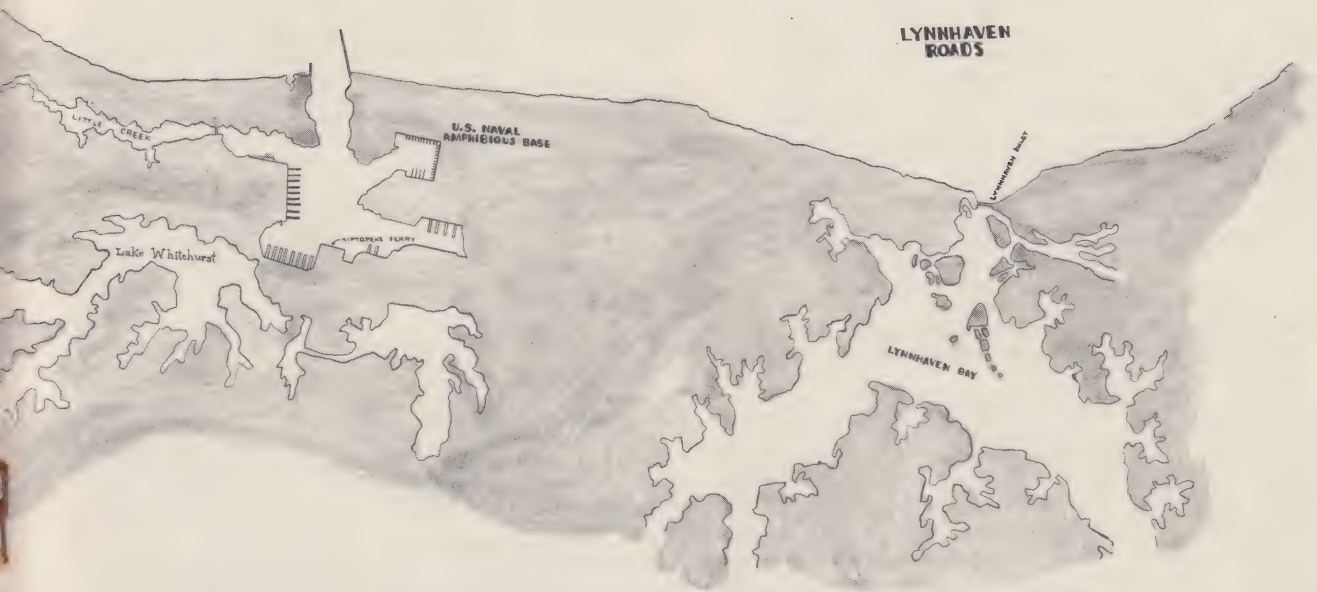
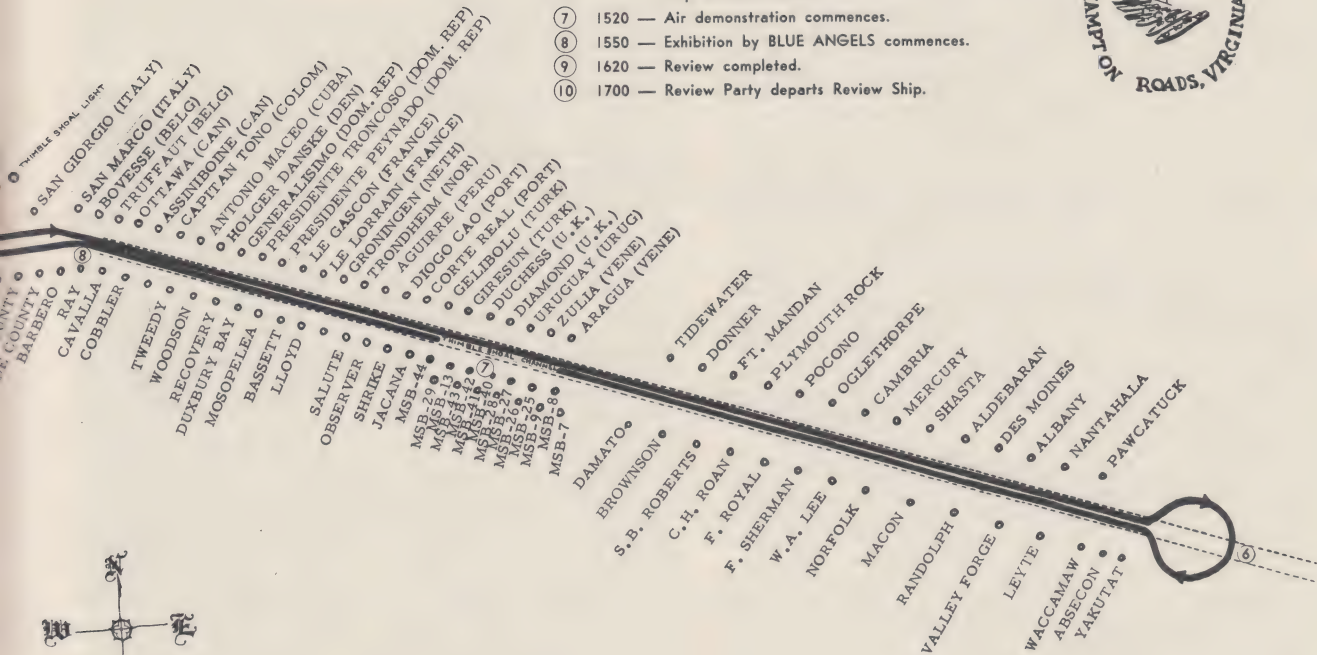
HAMPTON ROADS, VIRGINIA

- : Route of the Review Ship.
- ③: Position of Review Ship when event occurs.
- : Anchorages of participating ships.

SCHEDULE OF EVENTS FOR REVIEW DAY

No. Time

- ① 0800 — All ships Full Dress Ship.
- ② 1115 — Reviewing Party boards Review Ship.
- ③ 1300 — Review Ship gets underway.
- ④ 1325 — Simultaneous gun salute fired to Reviewing Officer.
- ⑤ 1330 — Review commences.
- ⑥ 1445 — Complete review of Northern groups, the Review Ship reverses course.
- ⑦ 1520 — Air demonstration commences.
- ⑧ 1550 — Exhibition by BLUE ANGELS commences.
- ⑨ 1620 — Review completed.
- ⑩ 1700 — Review Party departs Review Ship.



THE INTERNATIONAL NAVAL REVIEW

THE International Naval Review is an outstanding feature of the Jamestown Festival of 1957. Had there been no permanent English settlement on Jamestown Island, in Virginia, 350 years ago, there would, in all probability, be no Naval Review and Fleet Week going on in Norfolk during June 1957.

IT WAS in December 1606 that a gallant band of Englishmen under the leadership of that intrepid adventurer, Captain John Smith, set sail across the Atlantic Ocean in what, by today's standards, were deplorably small ships. Three in number, the largest of the group was the *SUSAN CONSTANT*, with the *GODSPEED* next and the *DISCOVERY* the smallest of all. That they completed the rugged ocean crossing is a tribute not only to the courage and navigational skill of the personnel of the colonizing party, sent out by the Virginia Company of London, but also to the sturdy timbers and meticulous workmanship that went into the construction of the vessels.

SAILING across uncharted seas in tiny ships, the English colonists first made land on the North American continent April 6, 1607, when they anchored off Cape Henry. The Navy participated in important ceremonies held on this spot earlier in the year.

HAVING reached the protected waters of the mouth of Chesapeake Bay, the colonists proceeded through Hampton Roads and up the James River in a somewhat leisurely fashion, making landings at Old Point Comfort and Newport News en route, finally anchoring off Jamestown Island May 13, 1607. Going ashore, they gave thanks to God; and planted the British flag on what was to become the first permanent English settlement in North America. It is that landing 350 years ago that the nation celebrates this year with an April-to-November festival at Jamestown.

IN PLANNING for the observance of this 350th anniversary of the landing of Captain Smith and his gallant men, it became evident that it was seamanship of the first order that brought the early settlers to Jamestown; and that it was both meet and proper to honor that navigational prowess by holding a mammoth International Naval Review in connection with the anniversary observance. It was not a new idea, since 50 years ago when the Tercentennial of the Jamestown landing was commemorated with an International Exposition at Norfolk, what was then considered a gigantic international naval review was held, although the current review will exceed it considerably both in numbers and in fire power. The idea rapidly caught on, and this week's imposing parade of the world's navies is the result.

THE International Naval Review of 1957 will take place in sight of the locale of the Jamestown Exposition of 1907 because the evergrowing United States Naval Base, Norfolk, has sprung up on the Exposition Grounds overlooking the deep waters of Hampton Roads, one of the world's great harbors, and headquarters for the largest concentration of naval activity in the world today. Several of the 1907 buildings are still being put to practical use by today's Navy. Along Dillingham Boulevard, the Base's waterfront avenue, the former state buildings are used as quarters for officers of the Navy and associated services in the Hampton Roads area. The Virginia House is home, traditionally, to the Commandant of the Fifth Naval District, who maintains official headquarters in one of the more modern buildings on the base. Next door to the Commandant's residence is the replica of Independence Hall, Philadelphia, which was Pennsylvania's contribution to the Exposition of 1907. It is now serving as the Commissioned Officers Mess (Open). The row of state buildings makes an impressive sight, and is considered one of the most gracious groups of residential buildings to be found anywhere on this continent.

BUT to get to the Naval Review, not only this one, but to those other Reviews which preceded it.

WHILE the 1957 "Parade of Navies" is expected to be the greatest of them all, some impressive exhibitions of naval might have taken place in years past. The first such major event in the United States was held in New York harbor April 26, 1893, when President Grover Cleveland, on board the *USS DOLPHIN*, reviewed the fleet as part of the Columbian Exposition. The ships came to New York from a rendezvous in Hampton Roads, and capital ships from Argentina, Brazil, France, Germany, Great Britain, Holland, Italy and Spain joined ours to put on a spectacular show for those gathered for the big Exposition of '93.

UNDER less festive circumstances, President Theodore Roosevelt reviewed the United States Atlantic Fleet at anchor off Oyster Bay, Long Island.

LESS than a year later, President Roosevelt was in Hampton Roads to review the fleet gathered for the Jamestown Exposition of 1907. On that celebrated occasion ships from the navies of Argentina, Austria-Hungary, Brazil, Chile, Germany and Great Britain, in addition to the United States, were present. Later in the summer of 1907 ships from Italy, Japan, the Netherlands, Norway and Sweden visited Hampton Roads.

NAVAL REVIEWS then had a hiatus until 1915, when on May 17 and 18 President Woodrow Wilson reviewed the Atlantic Fleet in New

York Harbor, as war clouds hovered over the nation, and actual conflict was going on across the Atlantic.

LATER that same year, as tension rose, the President reviewed our ships on two other occasions — at Boston as part of the annual conference of Governors, and at Charleston, South Carolina, for the Southern Commercial Congress.

IN 1918, with World War I at an end, the Secretary of the Navy held a fleet review in New York on December 26. The following year, President Wilson embarked in the *USS OREGON*, served as reviewing officer for the first such event on the west coast in Puget Sound (Seattle), Washington.

WARREN G. HARDING had become President of the United States; and came to Hampton Roads for another review of the fleet in 1921. And two years later, President Calvin Coolidge, visited Hampton Roads with his Secretary of the Navy to review our fleet on June 4.

IN 1930, President Herbert Hoover reviewed the fleet off the Virginia Capes; and on May 31, 1934, President Franklin D. Roosevelt reviewed the ships of the United States Navy in New York Harbor. President Harry Truman, acting as reviewing officer, saw a limited review of the United States Fleet in the same waters, October 27, 1945.

WHILE last fall our Secretary of the Navy reviewed the First Fleet off Long Beach, California, in the most recent such event, the largest and most impressive parade of nautical might took place at the Coronation of Queen Elizabeth II of Great Britain in 1953. This review saw the participation of 16 nations plus the United Kingdom, with the United States being represented by the *USS BALTIMORE*, which served as flagship for Admiral Jerauld Wright, USN, now Commander-in-Chief, United States Atlantic Fleet, and Supreme Allied Commander, Atlantic, in the NATO organization. Held off Spithead, England, it was an imposing review.

HOWEVER, with more than 17 nations, plus the United States, sending ships to Norfolk, the International Naval Review of 1957 is to be the largest such event in the history of the world. Our own navy will be represented by more than 80 ships, featuring such behemoths of the fleet as the battleships *USS IOWA* and *USS WISCONSIN*; the colossus of the carriers, *USS SARATOGA*; and the vanguard of tomorrow's Navy, such as the guided missile cruisers, *USS CANBERRA* and *USS BOSTON*, modern submarines and the tactical command ship *USS NORTHAMPTON*.

SHIPS of visiting navies will swell the total participation to more than 100 vessels; and the "boom" that goes off when the reviewing officer is saluted by the ships' batteries on his way down the "Review Line" should be heard many miles from Hampton Roads. It could hardly help being the most impressive such display in Virginia history, if not in the history of the world.

COOPERATING with the Virginia 350th Anniversary Commission and the Committee for the International Naval Review of the Virginia port communities of Hampton, Newport News, Norfolk county, Portsmouth, Princess Anne county, South Norfolk, Virginia Beach and Warwick, the United States Navy joins with the ships of Belgium, Canada, Colombia, Cuba, Denmark, the Dominican Republic, France, Great Britain, Greece, Italy, the Netherlands, Norway, Peru, Portugal, Spain, Turkey, Uruguay and Venezuela, to bring the people of America the most impressive naval review of them all.

EACH of the above mentioned countries will be represented by one or more of its ships. In all, everything from battleships and super-carriers to patrol ships and landing craft are expected in the Review.

NOT only will the world's surface and sub-surface might be on display in Hampton Roads, but the air age will be much in evidence as jets roar over-head in planned "fly-overs" during the review. And visitors to the area will be privileged to see the finest in precision flying when the "Blue Angels", the Navy's crack team, gives one of its fabulous displays of aerial maneuvers as one of the chief features of the big event.

HAMPTON ROADS communities are ready for the influx of thousands of visitors; in addition to purely naval activities, civilian committees have brought a true carnival atmosphere to the area, with planned events of national entertainment stature on the calendar. Plans call for personnel of visiting navies to be guests of the communities for these interesting events; while tickets will be on sale for those members of the general public who would like to see some of the many features planned.

SO, while we have gone back to a pioneering navigational exploit of 1606-07 for our inspiration and have taken a long list of past reviews as our guide, 1957 brings to the nation and to the world, a display of the "Navy of Tomorrow", a gigantic force for peace, an aim devoutly hoped for by the United States and its neighbors gathered here. Prepared for war, if necessary, such naval power serves as an invaluable insurance of world peace. It is in this spirit that our own navy has joined with the navies of those nations who contributed to the settlement of our continent via the Atlantic, the members of the North Atlantic Treaty Organization, and our good neighbors of the Americas to hold the International Naval Review and Fleet Week of 1957.

A YOUNG NATION'S NAVY COMES OF AGE

THE United States Navy of today bears little resemblance to the navy of which George Washington said, "In any operation, and under all circumstances, a decisive naval superiority is to be considered as a fundamental principle, and the basis upon which every hope of success must ultimately depend."

IN LESS than 200 years, a navy composed of merchant vessels, fishing craft, and privateers has been transformed into a powerful sea force backed by such units as the giant aircraft carrier USS FORRESTAL (CVA-59), the guided missile cruiser USS BOSTON (CAG-1), and the nuclear powered submarine USS NAUTILUS (SSN-571).

IN THIS same short time, the pages of naval history have been inked with the names of John Paul Jones, Stephen Decatur, David G. Farragut, Matthew Fontaine Maury, George Dewey, Ernest J. King, Chester W. Nimitz, and William F. Halsey.

FROM a handful of ships capable of operating no more than a few weeks at a time within limited confines of the seas, the United States Navy has developed into a potent two-ocean navy with unlimited mobility.

STANDING guard at the Nation's western sea frontier, and extending into the vast reaches of the Far East, is the U. S. Pacific Fleet, commanded by Admiral Felix Stump.

ON THIS side of the United States, Admiral Jerauld Wright's Atlantic Fleet Command, with headquarters at Norfolk, Va., stretches from the East Coast to the Eastern Mediterranean, from the Northern Atlantic to the Caribbean, and from the North Pole to the South Pole. Its ships range in size from tiny minesweeping boats to giant super carriers and battleships; its human element is the seaman and the Admiral, the amphibious assault troop and the jet pilot.

ALTHOUGH the Atlantic Fleet has existed since Congress appropriated \$100,000 to outfit four vessels in 1776, the present day concept of the fleet dates to the period immediately preceding World War II. In 1940, President Franklin D. Roosevelt, realizing a potential threat from the sea on both coasts of the Nation, established a two-ocean navy — the U. S. Pacific Fleet and the U. S. Atlantic Fleet.

ORDERED into activity as a "sea-going" Staff, headquarters of the Atlantic Fleet remained in the command ship USS POCONO until, in 1948, Admiral W. H. P. Blandy was directed to strike his flag ashore in the former Naval Station Hospital area just off Hampton Boulevard near the U. S. Naval Base, Norfolk.

A TWO-COMMAND structure, the Atlantic Fleet encompasses the naval component of the Atlantic, and the combined Army-Navy-Air Force arm which is activated in time of war. The latter command includes the Icelandic Defense Force and Caribbean Sea Frontier. Besides his capacity as Commander in Chief, U. S. Atlantic Fleet, Admiral Wright holds the job of Commander in Chief, Atlantic; NATO Supreme Allied Commander, Atlantic, which operates to maintain control of the North Atlantic and support NATO forces abroad; Commander in Chief, Western Atlantic; and Commander Ocean Sub-area, Atlantic.

POTENT arm of the Atlantic Command, and prime example of its mobility, is the U. S. Sixth Fleet in the Mediterranean, commanded by Vice Admiral Charles R.

Brown from the heavy cruiser USS SALEM. Organized around the fast carrier task force, Sixth Fleet controls more than 30 combatant and auxiliary ships, including aircraft carriers, battleships, guided missile cruisers, destroyers, repair ships, ammunition ships, oilers, supply ships, and a strong amphibious Marine unit. Capable of remaining at sea indefinitely with the aid of its shuttle-running supply ships and oilers, this Fleet can move from one end of the Mediterranean to the other in a matter of a few days. With this unrestricted mobility, sea lanes are kept open and an ever-watchful eye is maintained on interests of the United States and friendly nations in the Mediterranean.

ALONG the doorsteps of the American continent, the Atlantic Fleet's Anti-submarine Defense Force stands ready against potential submarine threats. Armed with the latest in anti-submarine weapons, planes such as the Grumman S2F Tracker operate from anti-submarine support carriers USS VALLEY FORGE, USS LEYTE, USS TARAWA, and USS ANTIETAM. Ranging up and down the East Coast, these units can move out at a moment's notice to carry their sting to the enemy.

RELATIVE to the success of fast carrier and ASW task forces, the Fleet's new guided missile cruisers USS BOSTON and USS CANBERRA are equipped with the latest advances in anti-aircraft weapon systems. Steaming in company with these atomic age cruisers, the Navy's "floating aerodromes" have little fear of vulnerability, thereby increasing their offensive range and power.

WITH the development of nuclear powered submarines USS SEA WOLF and USS NAUTILUS, and guided missile submarines USS TUNNY and USS BARBERO, the Atlantic Fleet's "Silent Service" now possesses a potency formerly capable only of surface units.

FROM minesweeping boats to new anti-magnetic minesweepers armed with highly developed mine warfare countermeasures — from the guided missile destroyer USS GYATT to the new destroyer leader USS NORFOLK — from the anti-submarine submarine USS CAVALLA to the guided missile cruisers — from the sailing ship to steam, and the old "four-pipe" destroyers — into the atomic age of nuclear powered super aircraft carriers strides the United States Navy.

BUT, still remaining constant and ready throughout this development is the ever-needed human element. Wherever the Navy goes, whatever progress is made with its ships, there will always be the need for the line of supply ships and the assault troops.

KEEPING pace with today's combatant ships, the Service Force of the Atlantic Fleet now has at its command faster attack cargo ships such as the USS THUBAN, and the newly-developed oiler USS MISSISSINewa. These ships move at ease with the atomic age task force, extending its latitude to all points of the seas without restriction.

EVER-READY with this advanced navy is the Fleet's modern Amphibian, capable of hitting a beach not only from landing craft but also from the air. Newer and larger helicopters, and the concept of an assault aircraft carrier fully-equipped with an amphibious force, have renovated the idea of the Atlantic Fleet's Amphibious Force in invasion.

THESE are the ships and the men that have brought Our Navy of age and are maintaining "Freedom of the Seas." This is the Navy matured into a "Power for Peace."



FLEET REVIEW DURING JAMESTOWN EXPOSITION OF 1907 AT HAMPTON ROADS

THE VISITING NAVIES

Navies of the countries participating with the United States in the International Naval Review vary tremendously in size, as the nations themselves vary in land areas. They have many differences of composition as dictated by the strategic location of the countries and the missions their Navies must accomplish. Some have a history of a thousand years. Others came into being within a generation or two.

To acquaint those who witness the International Naval Review with some background information on the Navies of the nations taking part, the following thumbnail sketches have been prepared based on data supplied by the participating countries.

BELGIUM

In 1830, the Congress of the newly formed and independent country of Belgium approved the idea of the creation of a naval fleet, and in 1831 appropriated funds for the first two ships. By 1834, the "Royal Navy" included 14 ships, whose primary duty was river defense. At this time, the fleet, ships and men, were loaned to Belgian merchants who needed this help to set up a Merchant Marine. The result was not a happy one and the "Royal Navy" sank into decline. After 1848, the political powers lost interest in keeping the Belgian Navy alive.

This lethargy lasted until the beginning of World War I. The experience of this war forced a reconstruction of the naval forces. However, since the military effort of Belgium was principally devoted to the improvement of its ground forces, it remained very modest until the second World War.

In the framework of NATO, Belgium has built up a navy that has its usefulness in the defense of the Atlantic. It has no heavy cruisers or aircraft carriers, but it is composed of one training ship (light cruiser), 10 ocean minesweepers, more than 30 coastal minesweepers to which are mainly entrusted the task of clearing part of the North Sea and the waterway to Antwerp, — an important NATO base. There are also a number of other smaller craft. The Belgian Navy today numbers some 4,000 officers and men.

CANADA

The Canadian Navy did not come into being until 1910 when the "fleet" consisted of two old cruisers with 336 officers and men. During the first World War the Navy, increased to several thousand personnel and with an augmented force including submarines, trawlers, and small craft, did patrol, minesweeping and anti-submarine duty in coastal waters.

Between World Wars Canada's Navy was reduced almost to extinction but gradually was built up to 1,700 officers and men by 1938, manning seven destroyers, five minesweepers and many smaller craft. Two naval bases were in operation and 17 reserve divisions in being.

By the peak of World War II the Royal Canadian Navy had 400 warships, dozens of shore bases and was carrying out 95 percent of the convoy work in the North Atlantic. The personnel climbed to 95,000 officers and men plus 5,000 in the Women's Royal Canadian Naval Service.

Recent planned expansion has brought naval forces to 19,000 personnel with more than 50 warships and more under construction, largely anti-submarine vessels. Canadian designers have produced what has been called the most modern anti-submarine destroyer escort in the world.

COLOMBIA

The Colombian Navy had its inception in the struggle of the country for its independence from Spain when patriotic seamen manned ships and small craft they succeeded in salvaging after battles with the Spanish. Thus, Simon Bolivar, the great Liberator, found himself with a small Navy, as well as an Army, under his command, with officers and men of maritime experience and ability.

The Colombian leaders realized at once that it was necessary to have a Navy unified in both doctrine and technical training. As early as 1823 the first Naval Academy was founded. Internal political strife caused it soon to be closed, but the Colombians never gave up their belief in Academy training for their Navy.

For many years the Colombian Navy was practically non-existent but in 1909 another Naval Academy was established aboard the cruiser Marroquin, one of the five ships that comprised the Navy at that time. This institution was doomed to an early end also, but certain promising students were sent to Chile or to Spain for further naval training.

In 1932 the Navy was re-born out of necessity during the armed conflict with Peru. Following the peace, the National Navy of Colombia was reorganized in 1935 in its present form, with 39 officers and with its first midshipmen, 41 in number, appointed to her Academy.

CUBA

The Cuban Navy came into being as a Coast Guard Service in 1902, shortly after the ending of the Spanish sovereignty over the island nation. Its first vessels were Spanish gunboats of the era which were re-christened with the names of Cuba's great heroes of the Independence, including Antonio Maceo for whom the frigate in the International Review is named.

The Coast Guard gradually increased in the number and the size of its vessels until 1909 when a law was passed by which the Coast Guard became the Government's Navy, with military and naval power, but without abandoning its primary function of safeguarding the coasts of Cuba.

A light cruiser, a training ship and many other vessels subsequently were added to the Navy. The shore establishment grew to include a Naval Air Force Base, a Naval Academy, a Navy Yard and a National Observatory. During World War II, the Cuban Navy took an active part in the anti-submarine campaign.

The Cuban Navy today includes a light cruiser, three frigates, several patrol and escort vessels, rescue and salvage ships, a number of Coast Guard craft and smaller auxiliaries. Seven hundred thirty officers and 6,250 men comprise the personnel of the Navy.

DENMARK

The Royal Danish Navy as such dates back about 450 years, but Danish naval history can be traced to the times of Vikings. During this period, between 800 and 1066, Danish sea power was so strong, King Canute the Great was able to invade Great Britain from the sea and occupy the country for several years.

About 1500, the Danish King Hans founded the Royal Danish Navy, building "The King's Ships" and establishing a Naval Dockyard. King Kristian, a famous naval hero himself, caused a whole new town section to be built in Copenhagen for naval personnel in the early 1600's, with an eye to improving their living conditions. This section is still the home of many naval officers and enlisted men.

In the 17th and 18th centuries Denmark was involved in a number of wars in the Baltic and North Sea in the struggle of the Scandinavian nations for power. In the 19th century she battled the British in several wars and even after her fleet had been captured or destroyed, fought on with small rowing gunboats.

During World War I, the Danes remained neutral. It was largely due to the efficient and up-to-date Navy she had at that time, she was able to stick to this neutrality. Following World War I, Danish naval personnel rendered harmless some 12,000 mines in addition to patrol work. Between the great World Wars, Denmark, relying on the League of Nations to preserve the peace, and in a poor economic condition, neglected her Navy. Thus she could offer little resistance in 1940 when the country was occupied by the German forces. The Danes scuttled their own ships at the Naval Dockyard, or attempted to sail them to Sweden. Naval personnel who escaped internment joined, for the most part, the Resistance, or Danish Naval forces in Sweden and Great Britain.

Denmark's Navy today has been rebuilt entirely since World War II.

THE DOMINICAN REPUBLIC

While the Navy was founded in the 1890's, it was a small and inconsequential force until after the reorganization of the armed forces undertaken by Generalissimo Rafael Leonidas Trujillo in the late 1930's.

Just prior to and in the early years of World War II several patrol vessels were purchased in the United States and four more were obtained under the Lend Lease program. Following the war, two destroyers were purchased from Great Britain, patrol escorts and other ships were obtained from the United States and Canada. Thus the real growth of the Dominican Navy came after World War II.

The Dominican fleet now consists of two destroyers, seven frigates, one yacht, two patrol craft, two submarine chasers, and about 25 miscellaneous auxiliary and amphibious vessels. There are over 3,000 officers and men in the Navy.

FRANCE

Naval forces have existed in France since remotest times and a French Admiralty was established in 1373. However, the first permanent Navy was established by Richelieu in 1625 during the reign of Louis XIII.

The Navy's growth was unsteady, affected by political changes. During the 17th and 18th centuries the French Navy took part in numerous wars with Spain, Holland and England and grew especially strong during the reign of Louis XIV under the Colberts in 1660 to 1691 and again under Louis XVI just prior to the French Revolution, permitting the development of a great colonial empire.

Declining during the revolutionary years, the Navy was relatively weak at the beginning of the Napoleonic era. In spite of efforts to restore naval strength, this weakness brought about France's defeat at the Battle of Trafalgar in 1805. Famous French admirals of past centuries include Duquesne, Tourville, de Grasse and others whose names are well-known today.

France's present Navy includes three aircraft carriers, two battleships, four cruisers, several destroyers and a large number of smaller warships, including submarines and escort vessels. A number of additional ships are now under construction.

Approximately 4,700 officers are presently serving in the Navy and more than 68,000 enlisted men.

GREAT BRITAIN

Royal fleets have been defending Britain since the days of King Alfred, 1100 years ago. The title of Royal Navy was first given to a fleet in 1660 by King Charles II, although many previous sovereigns had given impetus to the foundation of a national Navy. Notable among them were King Edward III who maintained warships to defend his merchantmen, King Henry VIII who developed ship gunnery, and Queen Elizabeth I whose marines travelled the world and gained new knowledge of the seas.

Among the accomplishments of the British Navy is the charting of seas for all mariners since 1795, the invention of the first codified signal book, and examples of handling and maintaining fighting fleets as shown by Admiral Lord Nelson. The codifying of the world's laws at sea is due to the Royal Navy and she has been in the forefront in developing naval tactics for more than 300 years.

The greatest of her many naval heroes was Lord Nelson who altered the course of Western history at the Battle of Trafalgar. Sir Francis Drake sailed around the world in 1577. Many others added to Britain's naval history down to Jellicoe and Beatty and Sturdee who fought sea battles in World War I and Cunningham, Frazer, Harwood and Ramsay of World War II.

The Royal British Navy today includes more than 1300 vessels of all types from battleships and aircraft carriers to landing craft. There are 15,000 officers and 113,000 men in the Royal Navy, Royal Marines and Nursing Services.

ITALY

The Italian Navy was officially established in 1861 when the Italian Kingdom was proclaimed after the national hero, Giuseppe Garibaldi, had freed the Kingdom of Two Sicilys. It was a union of the Piemonte Kingdom's Navy in the North and the Two Sicilys' Navy in the South of Italy. These two navies in turn originated from the navies of the famous maritime republics of the Middle Ages, such as Genoa and Pisa.

Italy traces her navy to 260 B.C. when the Romans fleets controlled the known seas. Christopher Columbus was a Genoese navigator. Amerigo Vespucci, an Italian, gave his name to the new continent Columbus discovered. During the Naval Review of 1907 an outstanding Italian Admiral, Duke of Abruzzi brought the Italian ship VARESE to Hampton Roads. He was commander in chief of the Italian Fleet in World War I and gained fame as a polar explorer.

Italy's Navy was considerably reduced after World War II and today includes three cruisers, 24 destroyers and destroyer types and a number of smaller craft. Her naval personnel totals more than 38,000 officers and men.

THE NETHERLANDS

The Netherlands citizens, an amphibious race, have fought the sea and at sea since they settled in the river delta which is their country. In 1218 they sent a fleet to the Mediterranean to take part in the Crusades, defeated a Hanseatic League fleet in 1438, and destroyed the Earl of Warwick's fleet in 1470. As early as 1487, the Admiralty was established giving continuity to naval history which previously had been on a feudal basis.

As the growing merchant fleet needed protection, the Netherlands Navy increased in importance in the 16th century. The war of liberation against Spain created an extra demand for warships. By the second half of the 17th century, the Netherlands boasted the largest merchant fleet and most powerful Navy in the world.

The 18th century saw the decline of the Navy; and today, the naval forces are well-equipped and trained, though small.

Today the Netherlands Navy includes an aircraft carrier, two cruisers, 12 new escort destroyers, 16 frigates, 6 submarines and numerous patrol vessels and auxiliaries. Some 23,000 men serve in the Navy including 3,800 marines and naval air force personnel.

By coincidence this year marks not only the 350th anniversary of the founding of the Jamestown colony, but also the birth of the Admiral Michiel Adriaenszoon de Ruyter, known as the Father of the Royal Netherlands Navy.

NORWAY

In the latter years of the 17th century when Norway and Denmark were ruled by the same king, Frederik 3rd charged the Norwegian-born Admiral Court Adler with the task of building up the Navy. The Royal Norwegian Navy had a shifting existence during the union of the two countries and later during the union with Sweden.

It was of considerable size in 1905 when Norway became an independent kingdom. However, as many other countries, it had only a few ships prior to World War II and the Navy fought a brave but hopeless struggle during the invasion in 1940. Later, in exile, the Norwegian Navy had to be built up from scratch.

Norway's vessels took part in North Atlantic, North Sea and Arctic engagements and the Norwegian destroyer STORD took part in the sinking of the SCHARNHORST. The STORD was commanded by Rear Admiral Skule Storheill, now Norwegian Military Representative to the North Atlantic Treaty Organization.

Today the Royal Norwegian Navy has 68 ships including five destroyers, four destroyer escorts, eight frigates, 4 minelayers, 8 submarines and other smaller vessels. Her personnel has reached 4,000 officers and men.

PERU

The Peruvian Navy was created in 1657, when Peru was a colony of Spain, by the Spanish viceroy Luiz Enrique de Guzman, who founded the first naval school of Peru. This became a national institution in 1821 when Peru won her independence and the expansion of a national Peruvian Navy began. Her naval school thus antedates the founding of the U. S. Naval Academy at Annapolis in 1845.

During the next century the Navy was concerned mostly with neighboring republics, particularly with that of Chile as the balance of power passed back and forth. One of Peru's greatest naval heroes, Miguel Grau, lost his life at the battle of Angamos in 1879 but left a tradition of glory for his still unforgotten exploits.

Following the war against Chile, the Navy gradually was re-built and today is a unique naval force in that it might be termed a "two-coast Navy" for a one-ocean nation. Her vessels are divided into the Surface Vessel Fleet for continental defense on the Pacific coast, and the Amazon River Force which is the pride of the Peruvian Navy. This fleet operates eight river gunboats, a first class River Base and a Floating Dock 2,000 miles up the Amazon from the Atlantic Ocean. In order to arrive on station, its vessels travel 6,000 miles from Callao through the Panama Canal to the mouth of the Amazon and upriver to within a few hundred miles of the starting point.

The Peruvian Navy today includes some 670 officers and 5,550 enlisted men, plus a sizeable manpower reserve in the National Merchant Marine.

PORTUGAL

The Portuguese Navy was created during the second half of the 13th century when her galleons were built in the Royal Shipyard in Lisbon. From the very beginning, the Navy flourished and was used to repel Moorish and Norman attacks by pirate ships and later to consolidate Portugal's national independence from the Kingdom of Castile.

During the 15th and 16th centuries, the Portuguese Navy had its "golden age" helping in the conquest of the Moors in North Africa and later in the discovery of maritime routes to India, Brazil and many other areas of the world.

Vasco da Gama who pioneered a sea route to the Indian Ocean around the tip of Africa and Ferdinand Magellan who was the first to sail through the Straits bearing his name today and into the Pacific, both were Portuguese navigators.

In the 19th century, due to a lack of industrial resources to keep pace with modern shipbuilding methods, Portugal's Navy could no longer maintain her former position among the world's Navies.

Today, a member of NATO, her naval force includes ten destroyer escorts, three submarines, a number of minecraft, several patrol craft, sloops, survey ships, trawlers and miscellaneous vessels. Her naval personnel total approximately 860 officers and almost 8,000 men.

SPAIN

The Spanish Navy celebrated the 700th anniversary of its founding a few years ago when it marked the conquest of Seville in 1248, from the Moslems.

The sixteenth century marked the golden era of Spain's Navy. Columbus headed a fleet of Spanish ships which discovered America. Only 27 years later, another navigator, Juan Sebastian El Cano sailed around the world for the first time in history.

In 1571 a Spanish leader, Juan de Austria, was the supreme commander of the Christian forces which defeated a Turkish force at the battle of Lepanto.

Later Spain's Navy declined, but continued to contribute to the art of naval warfare. The first battleship to circumnavigate the world was Spanish. Spain produced a workable submarine in 1890. The idea and the name, destroyer, for anti-torpedo units originated in Spain.

Following military agreements with the United States in 1953, the Spanish Navy rapidly regained lost strength. Her warships now total some 60 vessels. 3,000 officers and 30,000 men serve in her Navy.

TURKEY

The Turkish Navy of today has been described as an exceedingly good single purpose naval force built around good submarines, destroyers and a shrewdly planned force of minecraft in addition to a few other minor vessels. With these ships the Turks can protect the Black Sea and the Straits through which the Black Sea must be entered. No other navy in the world has been so carefully tailored for its particular mission.

For four hundred years, from the middle of the 12th century until the mid-16th century, Turkey was a great military power under a long line of extraordinarily strong Sultans. In the days of Suleiman the Magnificent, Barbarossa commanded the Turkish naval forces and controlled the entire Mediterranean against France, Spain and the great maritime nation of Venice. Her naval strength was broken in 1571 at the Battle of Lepanto.

In the 17th and 18th centuries the Navy suffered a period of decline along with that of the Ottoman Empire. Since the Turkish Republic was established in 1923, discipline and efficiency have been returning to the Navy along with a modernization program and the development of her specialized fleet.

URUGUAY

It is difficult to ascertain the date on which the Uruguayan Navy was established. Uruguay was declared an independent state in 1828 although it is known that some vessels were outfitted privately to fight for Uruguay prior to that date.

Don Justo Yedros was commissioned a lieutenant by a decree of February 4, 1825 and he became a commander by 1828. He distinguished himself in the Battle of Yapeyo on September 21, 1816.

During the first constitutional government established in 1830, the first fleet was created. It was made up of a pilot boat and several other minor craft.

The Uruguayan Navy has always been a small force and today consists of the following ships: two destroyer escorts, one patrol craft escort, one patrol craft, one coastal survey ship and four harbor patrol craft. The personnel strength of the navy is less than 2,000 officers and men.

VENEZUELA

The Venezuelan Navy has its roots in the rebel naval force which assisted in the winning of Venezuela's freedom from Spain. Venezuelan Navy Day is July 24, which commemorates the Battle of Lake Maracaibo, fought on July 24, 1823. After independence had been won, however, the navy languished and even just before World War II consisted only of five gunboats and a few other vessels.

It was not until after the war that the Navy began to expand. In 1949, six patrol escorts were purchased from Canada, marking the beginning of the creation of a new Venezuelan Navy. Since that time three modern destroyers were built in Great Britain, six coastal destroyers have been delivered from or are under construction in Italy, and other modern ships have been purchased.

At present the fleet consists of three destroyers, four anti-submarine frigates (two others under construction), three frigates, a light transport also used as the presidential yacht, and about a dozen other patrol and auxiliary ships. There are about 3,000 officers and men in the naval service, including the Marine Corps.

Naval heroes of Venezuela include Vice Admiral Lino de Clemente y Palacios and Almirante Luis Brion.

Information from the Dominican Republic, Uruguay and Venezuela was not received from the nations themselves in time to include in this publication. Therefore, the material presented was compiled from available material in this country.

HAMPTON ROADS: CAPITAL OF THE NAVY

THAT'S what they call it—"Capital of the Navy." And, why shouldn't they? It is just that. Not only does more naval activity go on in the Hampton Roads area than anywhere else in the world, but here where Chesapeake Bay meets the Atlantic Ocean is found one of the greatest harbors known to the men who go down to the sea in ships.

TO THE skeptics who may be inclined to dispute Hampton Roads' claim to the distinctions mentioned above, let it be said that there are no less than 15 permanent naval shore activities in the region, all of which have been welded into a coordinated whole. These activities run the gamut from a mammoth shipyard, which can build and repair some of the largest ships in the fleet, to a dental clinic for the care of the Navy's chewing power. Two great Naval Air Stations, one an industrial plant, the other the home base for the fleet's operating squadrons, complete this gargantuan concentration of naval might.

IN ADDITION to the already mentioned Norfolk Naval Shipyard, in Portsmouth, and the Dental Clinic, on the Naval Base, Norfolk, the lower Tidewater Virginia area claims the Navy Supply Center, Naval Mine Depot, Naval Station, Port Control Office, Ammunition Depot, Public Works Center, Harbor Defense Unit, Retraining Command, Naval Hospital and a Degaussing Station.

AND that imposing list covers only those activities formally designated as "shore based." While many others are physically present in the area, they are designated "fleet" activities, and must be named in a separate list. These would include Commander-in-Chief, Atlantic Fleet; Commander Amphibious Forces, Atlantic Fleet; Commander Amphibious Training Command, Atlantic Fleet; Commander Air Force, Atlantic Fleet; Commander Anti-Submarine Force, Atlantic Fleet; Commander Battleship-Cruiser Force, Atlantic Fleet; Commander Service Force, Atlantic Fleet; Commander Training Command, Atlantic Fleet; and the Commanding General, Fleet Marine Force, Atlantic Fleet. Additionally, Norfolk serves as headquarters for the Commandant of the Fifth Naval District, a five-state area; and the Supreme Allied Commander, Atlantic, under the North Atlantic Treaty Organization (NATO).

THE installations for the support of our sky fleet are the Norfolk Naval Air Station and the Oceana Master Jet Base. Headquarters for most of the shore commands are located in the Norfolk Naval Base, a 4,000 acre enclosure. The entire operation takes in more than 50,000 acres of Virginia real estate.

THE Federal government acquired the Naval Base property in 1917 when it took over the rapidly deteriorating site of the Jamestown Exposition of 1907. Some of the original Exposition buildings, principally the various state units along what is now the golf course, are still utilized by the Navy. The original purchase involved the transfer of but 440 acres.

ON THIS base are located many of the various commands that make this the "Capital of the Navy." It is a tremendous concentration of "Naval Power for Peace."

AT THE previously mentioned Naval Air Station the control tower directs an average of more than 400 take-offs and landings per day; while from the Overhaul and Repair Department, which employs more than 6,000 civilians, come the "renewal" jobs on our aircraft, rebuilding perfectly planes with thousands of flying hours into virtually new aircraft at about one-eighth of the new plane cost. Nearby Hampton Roads supplies an area for landing and take-off of seaplanes. The entire air station furnishes logistical support for fleet air units.

MAJOR Marine activities in the vicinity include: Headquarters, Fleet Marine Force, Atlantic; Headquarters, Aircraft, Fleet Marine Force, Atlantic; Landing Force Training Unit, Amphibious Command, and eight other auxiliary units.

THE United States Air Force maintains headquarters for its Tactical Air Command at Langley Air Force Base, Hampton; while the United States Army is well represented in the area by the Headquarters, Continental Army Command, at historic Fort Monroe, and Headquarters, Transportation Corps, at Fort Eustis, together with its auxiliary activity at Fort Story. Additionally, scattered throughout the area are anti-aircraft and engineering units of the Army.

THE Coast Guard, under the Navy in time of war, but a peacetime branch of the Treasury Department, has its Fifth District Headquarters and subsidiary activities in Norfolk, from which it directs shipping in this great world harbor. The famed lighthouses at Cape Charles and Cape Henry are manned by the Coast Guard.

BUT, it is principally as a naval center that the Hampton Roads area has gained world wide recognition. Headquarters for the Commandant, Fifth Naval District, the area sees naval activity going on 24 hours a day, seven days per week, 30 days a month and 12 months per year.

BASED on the most recent figures available, the Navy normally has a shore based strength of 30,646 persons in the lower Tidewater area, which is swelled to more than 110,000 when one adds the more than 80,000 "afloat" personnel serving on ships home-based in this vicinity.

THE families and dependents of these men make up an additional 59,000. Also adding to the community's economy, the Navy has a payroll of its civilian workers, paid to 34,000 people, annually totalling over \$157 million. The military payroll adds up to more than \$74 million. Public voucher expenditures amount to over \$354 million. Add all Navy-originated expenditures together, and you will see that annually the Navy drops into Tidewater's financial stream a sum of approximately a billion dollars.

WHILE figures can be dull, it seems interesting to note—in support of the Hampton Roads claim to being the Navy's "capital"—that enough food goes through the Norfolk Supply Center every day to meet the entire 24-hour food needs of the city of Norfolk. An average of 50 freight cars and more than 100 trucks are handled at the Supply Center daily. In addition, 18 commercial van lines are on contract to handle the more than six million pounds of household effects moved monthly a business valued at \$100,000. And this does not begin to tell the story of "supply" activities at the U. S. Naval Amphibious Base at Little Creek.

THE oldest naval activity in the region is the Norfolk Naval Shipyard, which despite its formal name is located across the Elizabeth River in Portsmouth. It is now a \$167 million organization. But such was not the case when it began operation in 1620 under one John Wood. Wood had a group of small shipyards; and one of these, the Gosport Yard, was the forerunner of today's Norfolk Navy Yard. Importance of this yard is evidenced by the times it has been sacked, burned and pillaged during the many wars in which it has participated. Still in use is the nation's oldest drydock, constructed in 1833 of Massachusetts granite.

TODAY this great shipyard stands as a monument to nearly 200 years of naval history. It embraces some 403 buildings, 30 miles of paved roads, 44 miles of railroad tracks, seven drydocks, two shipbuilding ways and employs 12,000 civilians and 400 members of the military. Nearly four miles of berthing space is available at the shipyard piers and seven million square feet of shops, storage and office areas are utilized by shipyard management to service the fleet. Approximately 187,000 items of supply are carried in stock with a book value of nearly \$200 million.

HERE in Portsmouth is also located one of the world's largest Naval hospitals.

A MOST interesting view of the surface Navy in the Hampton Roads perimeter is at the Naval Amphibious Base. This is the principal training command on the Atlantic Coast specializing in amphibious warfare.

LITTLE CREEK is the home of the widely renowned "Frogmen", or underwater demolition teams; the fighting Seabees; and approximately 100 ships of the Amphibious Force. The base provides space and equipment for its resident commands, which train an average of 23,000 men yearly in all types of amphibious warfare. This is a far cry from 1942 when, equipped with only one amphibious vessel, the base began. During World War II 360,000 marines, sailors and soldiers were trained in the techniques of taking an enemy beachhead.

TODAY the base is Atlantic Fleet headquarters for Commander Amphibious Force, Commander Amphibious Training Command and Commanding General, Landing Force Training Unit.

THIS is no voluminous history of the Navy in Hampton Roads; and in such limited space it would be impossible to relate in detail the entire history of the Navy in this part of the world. Nor are the seemingly astronomical figures already given any more than a fraction of the day-to-day activity going on in and around this great harbor. But all will suffice to lay claim to the title, "Capital of the Navy". And the area remains calmly confident that a successful rival for that crown is not likely to appear on the scene in the foreseeable future.

THROUGH the combined efforts of several tireless Fifth Naval District Commandants and equally devoted civilian leaders of Hampton Roads communities, a spirit of understanding between the local citizens and the Navy has come about, that may well remain as a perpetual monument to all concerned.

THE INCREASING IMPORTANCE OF THE NAVY

"The advent of the atom, the jet, the missile have increased the importance of sea power."

"If we are a great nation, if we are the world's leader, seapower has made us so, and seapower will keep us so."

"Mobility and great striking power are the watchwords of the modern fighting machines of the sea."

THESE quotations by the Hon. Thomas S. Gates, Secretary of the Navy, and his predecessor, the Hon. Charles S. Thomas, call attention to the increasing importance of the United States Navy, and to its growing inventory of modern weapons and warships.

AMONG the U. S. ships assembled for the International Naval Review are new ships representing the ultimate in new weapons and new fighting systems among navies of today: the SARATOGA, newest large attack carrier; BOSTON and CANBERRA, first two guided-missile cruisers; and the BARBERO, newest guided-missile submarine. These ships, and the nuclear-powered submarines NAUTILUS and SEAWOLF, are forerunners of the advancements they represent: nuclear propulsion, mobile air bases, and guided missiles. They are not mere prototypes; each is a fully operational unit of the new United States Fleet. Independently, each of these new capabilities has far-reaching importance; when functioning together, they constitute an even greater impact on modern warfare.

THE carrier striking force best portrays the combined effect of new equipment. Admiral Arleigh Burke, Chief of Naval Operations, recently stated, "Carrier striking forces are the heart and backbone of modern naval forces." Nucleus of the striking force is the attack carrier.

THE FORRESTAL, SARATOGA, RANGER and three sister ships still under construction are the world's newest carriers and incorporate all the latest advances in carrier construction and equipment. They are large enough to handle the large aircraft of today, and today's weapons; they provide mobile bases for these aircraft; they are sufficiently tough to withstand modern weapons. Notwithstanding their size, each represents a great compression. The 1000-foot flight deck is the equivalent of a 10,000-foot runway. From this flight deck can operate the F8U Crusader, which recently set a world speed record of more than 1000 miles per hour; and the A3D Skywarrior, a high-speed bomber with a combat radius of 1500 miles. This combat radius means that the A3D can take off, strike a target 1500 miles away, and return to the carrier. Coupled with a carrier's mobility, this brings all but a small portion of the world's land mass within striking range.

ARRAYED around the carriers are the support ships, most important of which are the guided-missile vessels. First of these are the cruisers BOSTON and CANBERRA, which mount the "Terrier" weapons system. This supersonic surface-to-air missile provides a barrier between the carrier and attacking aircraft. To augment the "Terrier" are the air-to-air missiles "Sidewinder" and "Sparrow," which can be carried by the Crusader and other interceptor aircraft. Equipped with these potent weapons, today's carrier striking force can range farther and more freely than ever before.

THE nuclear propulsion plant of the submarines NAUTILUS and SEAWOLF provides the key to even greater freedom of maneuver. These ships can steam at higher speeds submerged than could World War II submarines on the surface. They can sustain this higher speed for long periods, and do so without refueling. The NAUTILUS steamed well over 60,000 miles on one nuclear "charge."

ALL new submarine construction will be nuclear-powered, and most will look like ALBACORE — a whale-shaped submarine which, though conventionally powered, also achieves high speeds. When these two

features are combined, submarines will become the whippets of the seas. Some new submarines will carry surface-to-surface missiles. BARBERO, now carrying the missile "Regulus," can surface, launch the missile on a 500-mile flight, and submerge again, all in a few minutes. "Regulus II," a longer-range missile of higher performance, will soon be available, and the IRBM (Intermediate Range Ballistic Missile) is due to follow.

NUCLEAR propulsion is not limited to submarines. Work is under way on the cruiser LONG BEACH, world's first nuclear-powered surface ship, and on the first atomic-powered aircraft carrier. LONG BEACH is to be an all-missile ship, including surface-to-surface missiles for striking power and surface-to-air missiles for defending and extending that power. Prior to the advent of this ship, the first guided-missile light cruiser GALVESTON is scheduled to join the fleet early in 1958. She will carry the "Talos" weapons system. This surface-to-air missile is faster, more lethal, and has several times the range of the present "Terrier."

FOLLOWING GALVESTON will come more missile cruisers, plus frigates and destroyers mounting missiles, all of improved design and performance. With each of these new weapons and new ships, fleet air defense capability is strengthened, as are the power and potential of the carrier striking force.

DEFENSE against submarines has kept pace. Helicopters, fixed-wing aircraft, carriers and specially designed destroyers are combined into hunter-killer groups. These HUK groups with their new equipment are an integral part of the operating fleet.

WITH the antiaircraft and antisubmarine defense provided the carrier striking force, its mobility can be fully exploited. Since approximately 70 per cent of the earth's surface is water, the choice of locations from which the carriers can strike becomes almost infinite. Since it is difficult to pinpoint a striking force, it is improbable that it can be neutralized, and almost impossible to prevent it from launching its attack.

MOBILITY is equally important to defense in the future — in the era of the Intercontinental Ballistic Missile (ICBM), against which we must have a defense. Flying at great speeds and altitudes, and capable of carrying mighty weapons, the ICBM will be able to travel in minutes to any spot on the globe. As the point-to-point weapon of tomorrow, it should be ideal. The carrier striking force, on the other hand, is not a fixed base and is therefore less vulnerable; in a few minutes, it can move out of range of the most destructive blast.

THUS, United States striking forces, as represented by the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Far East, are highly mobile forces in being — forces in position and on the job 24 hours a day to maintain peace in the world. This will be increasingly true as the new arsenal of ships, aircraft and weapons takes their places in the fleet.

ADMIRAL BURKE has stated, "The more a potential aggressor must worry about our wide-ranging carriers, our jet fighters and attack planes, and our guided missiles, all on the move about his extensive coastlines, the less effort he can devote to our stationary military bases, our industries and our cities."

IN 1776 the United States was dependent on ocean commerce. This is still true today, since many of the raw materials we need to assist the free world must come from overseas. Ships carrying vital cargoes must sail to and from the four corners of the world. To insure the passage of these ships, there must be navies. Themistocles said, "Whoever can control the sea has command of the situation." This is as true today as it was in the days of ancient Greece.

THE NORTH ATLANTIC TREATY ORGANIZATION

THE North Atlantic Treaty Organization (NATO) as its name implies, was formed by a group of nations, now grown to 15, to defend the North Atlantic ocean areas. This defense falls naturally in three separate but inseparable tasks: the defense of Europe, the defense of the American continent and the defense of the sea lines of communications connecting two continents.

IN ORDER to deploy the vast resources of the American continent to the front line in Europe, it is essential to control the seas which lie between the two continents. This is the mission of Admiral Jerauld Wright, USN, who is Supreme Allied Commander, Atlantic (SACLANT) in addition to his tasks as Commander-in-Chief, U. S. Atlantic Fleet.

THE Allied Command, Atlantic, established in Norfolk in April, 1952, is the first international ocean command in history. It is operational, rather than administrative and the forces assigned to it are predominantly naval, but include some ground and land-based air forces.

IN PEACETIME the 140 Army, Navy, Air Force and Marine Corps officers from eight of the NATO nations develop defense plans, organize and conduct combined training exercises, and seek to establish an efficient organization suitable as a nucleus for wartime expansion. In

addition to U. S. forces, military groups from Canada, Denmark, France, the Netherlands, Norway, Portugal, and the United Kingdom work together at SACLANT headquarters to insure control of the North Atlantic Ocean so that forces based in Europe may be maintained and supplied in emergencies.

A LARGE division in SACLANT is the logistics division which has unique problems in standardizing equipment and techniques of the various nations' forces, as well as making arrangements for the establishment of bases and facilities in NATO countries for common use.

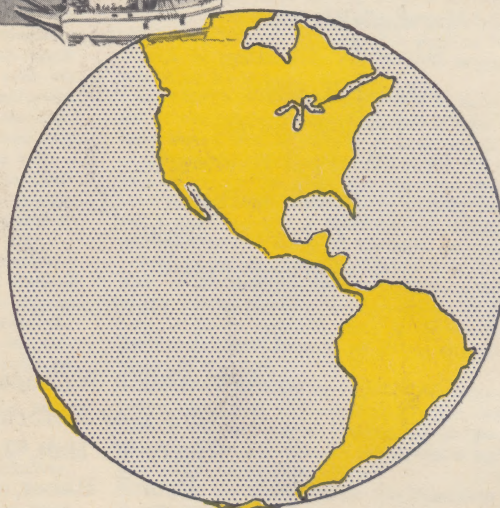
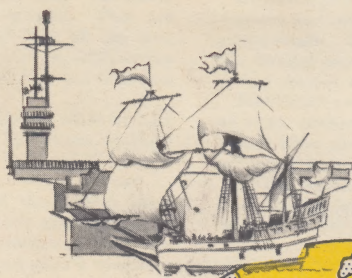
THE area entrusted to Admiral Wright as SACLANT for safekeeping reaches from the Tropic of Cancer to the North Pole and extends from the shores of North America to those of Europe and Africa, except for the English Channel and the waters around the British Isles where a third major command on the same level as the Allied Commands Atlantic and Europe has been established. This is the English Channel and Southern North Sea Command.

MEMBER nations of NATO include in addition to those represented locally: Belgium, West Germany, Greece, Iceland, Italy, Luxembourg, and Turkey.

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